

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) An engine auxiliary unit driving equipment for transmitting an engine driving force from a crank pulley fixed to an engine crankshaft to a plurality of engine auxiliary units, one of which is an alternator for a vehicle, comprising:

a unitary driven poly-V pulley, which is provided at least in the alternator, having at least six grooves extending in a circumferential direction and a plurality of walls between the grooves; and

a poly-V belt having a top surface and, a plurality of projections extending in parallel in a longitudinal direction so as to respectively engage with the grooves of the driven poly-V pulley, said poly-V belt being bridged between the crank pulley and the driven poly-V pulley so that the engine driving force is transmitted to said alternator via the poly-V belt and the driven poly-V pulley,

wherein the poly-V belt is composed of a plurality of pieces substantially divided in an axial direction of the driven poly-V pulley so that each piece of the poly-V belt has at least 2 and less than 6 of said projections and;

each of said walls is lower than said top surface and a portion of the side surfaces of the projections that directly face each other are disposed above said walls to allow confronting side surfaces of adjacent pieces of the belt to come into contact with each other.

2. (Previously Presented) An engine auxiliary unit driving equipment according to claim 1, wherein another of the engine auxiliary units other than the alternator is provided with another driven poly-V pulley on which the respective pieces of the poly-V belt are wound in parallel on the another driven poly-V pulley to position perpendicularly to the axial direction thereof so that the engine driving force is transmitted from the crank pulley, via the

respective pieces of the poly-V belt, not only to the alternator but also to the another of the engine auxiliary units.

3. (Withdrawn-Currently Amended) An engine auxiliary unit driving equipment according to claim 1, wherein the confronting side surfaces of any adjacent pieces of the divided poly-V belts come in contact with each other.

4. (Withdrawn) An engine auxiliary unit driving equipment according to claim 1, further comprising:

a resilient member with which the adjacent pieces of the divided poly-V belts are joined, stiffness of the resilient member being remarkably lower than that of the poly-V belt.

5. (Withdrawn) An engine auxiliary unit driving equipment according to claim 1, wherein respective longitudinal lengths of the divided poly-V belts are different.

6. (Previously Presented) An engine auxiliary unit driving equipment according to claim 1, wherein respective weights per unit length of the pieces of the poly-V belts are different.

7. (New) An engine auxiliary unit driving equipment according to claim 1, wherein the number of projections on each of the plurality of pieces of the poly-V belt are different from each other.

8. (New) An engine auxiliary unit driving equipment according to claim 1, wherein each of the plurality of pieces has a value of natural frequency that is shifted from the other.